

8.8 Socioeconomics

8.8.1 Introduction

The South Bay Replacement Project (SBRP) project will be located to the south of the existing South Bay Power Plant (SBPP), a natural gas-fired power plant that will be demolished as part of this project. The power plant portion of the Project will occupy approximately 12.9 acres, which will be leased from the Port of San Diego. The relocated SDG&E substation facilities will require an additional 6.5 acres.

This section discusses the environmental setting, consequences, regional and local impacts, and mitigation measures associated with the socioeconomic aspects of the SBRP project. This project is unusual in that an existing power plant is being removed and replaced by a new power plant. Therefore, the socioeconomic impact analysis addresses the change between the existing SBPP and the new SBRP. Environmental justice issues are summarized in this section. A screening-level Environmental Justice analysis is provided in Appendix 8.8A.

The SBRP project consists of three phases:

- **The Construction Phase** – The first phase is the demolition of existing structures and foundations associated with the former Liquefied Natural Gas (LNG) Facility, preparation of construction lay down areas, and the construction of the SBRP. Initial operations of SBRP will include an interim interconnection to the SDG&E transmission system through a new 230-kVA substation on approximately 0.6 acre (interconnecting to SDG&E's planned new 230 kV transmission line) and an underground interconnection to the existing SDG&E South Bay 138/69 kV substation.¹
- **The Demolition Phase** – The second phase of project construction activities will occur after the SBRP achieves commercial operation. The construction activity during this phase will be the demolition of the existing SBPP facilities, excluding SDG&E's existing South Bay Substation which will remain in service until the new substation is constructed.
- **The New Substation Phase** – The final phase of project will involve the construction of the SDG&E substation on approximately 6.5 acres south of and adjacent to the SBRP site. This construction will be performed after the start up of the SBRP and demolition of SBPP. After the new SDG&E substation construction is completed and operational, and the SBRP generator leads are attached to the new facilities, SDG&E could then initiate demolition activities on the South Bay Substation, located north of the SBRP project site. These demolition activities, however, are not part of the scope of this AFC. They are part of a separate project of unknown timing and scope.

¹ San Diego Gas & Electric Company (SDG&E) was granted a Certificate of Public Convenience and Necessity (CPCN) for the Otay Mesa Power Purchase Agreement (OMPPA) Transmission Project. The CPCN is for the construction of two new 230 kilovolt (kV) electric transmission circuits to connect SDG&E's Miguel Substation with both the Sycamore Canyon Substation and the Old Town Substation in San Diego County. The circuit to the Old Town Substation is planned to pass within approximately 100 feet of the proposed SBRP. This project is under construction. The SBRP interconnection plan is based in part on interconnecting to this circuit.

The reason there are two interconnect steps is to ensure that interconnection can be secured by the proposed on-line date of SBRP (2010). Also SDG&E holds certain obligations associated with a new substation as part of its MOU with the City of Chula Vista, but these obligations occur *after* the demolition of the South Bay Power Plant (SBPP).

The SBRP project will be located at 990 Bay Blvd., on the Port of San Diego property in the City of Chula Vista (City) in San Diego County, California. The site is located within Chula Vista's Southwest Redevelopment Area. Chula Vista is the second largest city in San Diego County (County). For this project, the region of influence is San Diego County.

8.8.2 Laws, Ordinances, Regulations, and Standards

As discussed in the Section 8.4 – Land Use, property owned by the Port of San Diego (Port) may not be governed by local LORS that would be applicable to the site absent Port ownership. However, the Port seeks to apply local standards as a matter of practice to its property except where to do so would violate a specific Port policy. Accordingly, this section reviews compliance with all relevant local LORS without regard to their applicability as a matter of law. The analysis of local LORS in this section is information and does not address the jurisdictional issues which are discussed in Section 8.4 – Land Use.

A summary of the LORS, including the Project's conformance to them, is presented in Table 8.8-1.

TABLE 8.8-1
Laws, Ordinances, Regulations, and Standards Applicable to SBRP Socioeconomics

LORS	Purpose	Applicability	Conformance
Federal			
Civil Rights Act of 1964	Prohibits discrimination on the basis of race, color, or national origin.	Applies to all federal agencies and agencies receiving federal funds.	Subsection 8.8.2
Executive Order 12898	Avoid disproportionately high and adverse impacts to minority and low-income members of the community.	Applies only to federal agencies.	Subsection 8.8.2
State			
Government Code Sections 65996-65997	Establishes that the levy of a fee for construction of an industrial facility be considered mitigating impacts on school facilities.	Chula Vista Elementary and Sweetwater Union High School Districts may charge a one-time assessment fee to mitigate potential school impacts.	Subsection 8.8.4
Education Code Section 17620	Allows a school district to levy a fee against any construction within the boundaries of the district for the purpose of funding construction of school facilities.	Chula Vista Elementary and Sweetwater Union High School Districts may charge a one-time assessment fee to mitigate potential school impacts.	Subsection 8.8.4
Local			
County General Plan, Public Facilities and Service Element	There are no goals or policies that pertain to socioeconomics.		

TABLE 8.8-1

Laws, Ordinances, Regulations, and Standards Applicable to SBRP Socioeconomics

LORS	Purpose	Applicability	Conformance
City of Chula Vista General Plan, Economic Development Element	Designed to positively influence the types of jobs that will be created and retained, and the balance between employment and housing.	Encourages industry to locate in the County to create jobs and reduce unemployment.	Subsections 8.8.2.3, 8.8.3.3, 8.8.3.4
City of Chula Vista General Plan, Housing Element	Identifies and addresses housing needs for the current and future populations	Encourages the expansion of the local economy through improved business, employment and housing opportunities	Subsections 8.8.2.3, 8.8.3.2
City of Chula Vista General Plan, Public Facilities and Services Element	Ensures adequate energy supplies throughout Chula Vista.	Encourages the development of power generating facilities. Also encourages the development and operation of natural gas-fired plants especially those that utilize “best available control technology” to the greatest extent practicable.	Subsections 8.8.2.3, 8.8.3.6
City of Chula Vista Redevelopment Plan	To assist the city in eliminating blight from a designated area, and to achieve desired development, reconstruction and rehabilitation	SBRP site is located in a redevelopment project area	Subsection 8.8.2.3.1

8.8.2.1 Federal

The Civil Rights Act of 1964, Public Law 88-352, 78 Stat. 241 (codified as amended in various sections of 42 U.S.C.) Title VI prohibits discrimination on the basis of race, color, or national origin by all federal agencies or activities receiving federal financial assistance.

Executive Order 12898, “Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations,” requires federal agencies to consider whether the project may result in disproportionately high and adverse human health or environmental effects on any minority or low-income population. Although the California Energy Commission (CEC) is not obligated as a matter of law to conduct an environmental justice analysis, since the signing of the Executive Order 12898, the CEC has typically included this topic in its power plant siting decisions to ensure that any potential adverse impacts are identified and addressed.

8.8.2.2 State

Government Code Sections 65996 and 65997 provide the exclusive methods of considering and mitigating impacts on school facilities that might occur as a result of the development of real property. Education Code Section 17620, listed in Government Code Section 65997 as an approved mitigation method, allows school districts to levy a fee or other requirement against construction within the boundaries of the school district for the purpose of funding construction of school facilities.

8.8.2.3 Local

8.8.2.3.1 City of Chula Vista

Chula Vista General Plan

The City of Chula Vista General Plan (City of Chula Vista, 2005) describes goals for economic diversification and development through its General Plan themes, also tied to land use patterns described in the plan. In particular, the General Plan's Economic Development Element establishes policies to ensure the long-term vitality of the local economy. For example, Objectives ED-1 and ED-2 call for the provision of diverse economic base for the city, and the maintenance of a variety of job and housing opportunities to improve Chula Vista's job/housing balance, respectively. The specific policies that meet ED-1 and ED-2 are:

- ED 1.1: *Market the diverse economic opportunities in the City. Target and attract industries and businesses that contribute to diversification and stabilization of the local economy.*
- ED 1.2: *Provide sufficient tracts of land at a variety of sizes available for industrial and commercial uses in order to provide a stable economic base.*
- ED 1.3: *Encourage the preservation and expansion of existing industrial uses in areas designated as industrial.*
- ED 1.6: *Promote economic development that fosters job availability, economic revitalization and tax revenues. Encourage the preservation and expansion of existing industrial uses in areas designated as industrial.*
- ED 2.6: *Leverage economic development incentives to provide high quality jobs for Chula Vista Residents.*

In addition to the above two objectives, Objective ED-10 and ED-11 call for the provision of infrastructure to support the local economy and attract new business and industry clusters, and the promotion of educational excellence and training to ensure a qualified workforce, respectively. Specific policies that meet ED-10 and ED-11 are:

- ED 10.1: *Provide sufficient telecommunication; water; sewer; and other infrastructure capacity to support new business development, including technology and science based industries, while continuing to support the existing business base.*
- ED10.2: *Work with regional agencies to develop and implement strategies for public improvements that benefit Chula Vista and all of south county, including, but not limited to: road; transit; energy; water; wastewater; and telecommunications infrastructure improvements.*
- ED11.5: *Encourage the opportunity for employment of local residents.*

The City's General Plan's Housing Element has several themes, one of which addresses housing needs for the current and future populations. Specifically,

- Theme 2: *Encourage a health and sustainable economy in Chula Vista through the expansion of its local economy by providing a broad range of business, employment, and housing opportunities that support an excellent standard of living, and improve the ability for residents to live and work locally.*

The General Plan' Public Facilities and Services Element establishes policies to ensure the provision of energy to the city. The particular policy that is applicable to the SBRP project is the one under Objective PFS 22, i.e.,

PFS 22.4: Review energy facility requests and encourage siting and design techniques that minimize community impacts. Such techniques may include: undergrounding facilities, where possible; co-locating new facilities with existing utility infrastructure; locating facilities in non-residential areas; and implementing architectural details and landscaping that help facilities that blend with the surrounding area. The development and operation of natural gas-fired plants within the City shall utilize "best available control technology" to the greatest extent practicable.

Thus, as shown above, various portions of the socioeconomic analysis of the SBRP project conforms with the City's goals and policies with regard to Economic Development, Housing, and Public Facilities and Services Elements.

Chula Vista Redevelopment Agency

The Chula Vista Redevelopment Agency has established five redevelopment project areas within the City. In 2005, they were all merged into what is called the Merged Chula Vista Redevelopment Project Area, previously referred to as the Southwest Redevelopment Project. SBRP is located within the area covered by the Redevelopment Plan known as the Southeast Redevelopment Area. Development of SBRP is consistent with the objectives of the Redevelopment Plan, i.e., to eliminate blight, stimulate growth, emphasize infrastructure, promote jobs for the neighborhood, renovate and restore sites, protect local businesses, promote compatible development, and provide quality design.

8.8.2.3.2 San Diego County

The San Diego County General Plan 2020 (GP2020) (San Diego County, 2005a) describes goals for economic growth and diversification as part of its Land Use Element based on land use patterns as well as other priorities, including physical characteristics, environmental and social concerns. Additionally, the General Plan describes that through appropriate land use policies, the County will foster stable economic growth.

General Plan 2020 is a comprehensive update of the San Diego County General Plan, which will establish future growth and development patterns for the unincorporated areas of the county. GP2020 is still a work in progress, currently in the road network planning phase.

In several areas of the County, General Plan 2020 proposes to change land use designations and densities from those in the existing General Plan. Because of this, some applications for General Plan Amendments or Tentative Maps that are currently in process based on the existing General Plan do not conform to the General Plan 2020 Working Copy of the Regional Land Use Distribution Map.

The existing San Diego General Plan does not contain an economic development element and does not have specific goals and policies that pertain to socioeconomics.

8.8.3 Affected Environment

8.8.3.1 Population

San Diego County lies in the highly populated southern California region. The County is bordered by Orange County to the north, Imperial County to the east, the Pacific Ocean to the west, and Mexico to the south. With a January 1, 2006 estimated population of 3,066,820 (California Department of Finance (DOF) 2006a) and a projected population of 3,855,085 by the year 2030 (San Diego Association of Governments (SANDAG) 2005), San Diego County's growth rate is slightly less than the state average. The County population is expected to increase by about 37 percent between 2000 and 2030, for an average annual compounded growth rate of 1.2 percent.

The City of Chula Vista, with an estimated January 1, 2006 population of 223,423 is the second largest city in the County, after San Diego. Historical population data for the City of Chula Vista, San Diego County, and the State of California (State) are summarized in Table 8.8-2. In the last 5-year period (from 2000-2005), the City of Chula Vista's population has grown at a substantially faster rate than the County or the State (see Table 8.8-3). Population projections for the City are provided by SANDAG.

Based on population projections by the DOF, San Diego County is projected to have its greatest population growth during the 2000-2005 period. Historically, the County's growth rate has exceeded that of the State and this trend is projected to continue through 2020.

TABLE 8.8-2
Historical and Projected Populations^a

Area	1990	2000	2005	2010(p)	2020(p)	2030(p)
City of Chula Vista	135,160	173,543	217,543	247,900	269,000	278,200
San Diego County	2,498,016	2,813,833	3,051,280	3,211,700	3,528,600	3,855,100
California	29,758,213	34,043,198	36,810,358	39,246,800	43,851,700	48,110,700

Source: Department of Finance (DOF), 2006a; 2006b; 2006c

^a Population projections rounded to nearest 100.

(p) projected

TABLE 8.8-3
Historical and Projected Annual Average Compounded Population Growth Rates

Area	1990-2000 Percent	2000-2005 Percent	2005-2010 Percent	2010-2020 Percent	2020-2030 Percent
City of Chula Vista	2.53%	4.62%	2.65%	0.82%	0.34%
San Diego County	1.20%	1.63%	1.03%	0.95%	0.89%
California	1.35%	1.58%	1.29%	1.12%	0.93%

Appendix Tables 8.8A-1 and 8.8A-2 (provided in Appendix 8.8A) show the minority (both racial and ethnic) as well as the low-income population distribution for the census blocks

and census block groups that are within a 6-mile radius of the SBRP site. The minority and income data are from the 2000 U.S. Census data. Of the overall total population within the 6-mile radius, approximately 76 percent are racial minority, 53 percent are of Hispanic origin², and 15 percent are low-income. This compares to 45 percent racial minority, 50 percent Hispanic, and 11 percent low-income for the City of Chula Vista. San Diego County's population is 34 percent minority, 27 percent Hispanic, and 12 percent low-income.

Figures 8.8-1, and 8.8-2 (figures are located at the end of this subsection) show the percent distribution of minority and low-income populations by 2000 census blocks and census block groups within a 6-mile radius of the proposed SBRP site.

8.8.3.2 Housing

As shown in Table 8.8-6, housing stock for San Diego County as of January 1, 2005, was 1,104,989 units. Single-family homes accounted for 666,802 units, multiple-family dwellings accounted for 390,950 units, and mobile homes accounted for 47,237 units. New housing authorizations for San Diego County in 2004 totaled 17,306 units; about 55 percent were single-family units and 45 percent were multi-family units. These authorizations were valued at \$3,875.4 million (DOF 2006d). The median home price in San Diego County in 2004 was \$551,640 (DOF 2006e). San Diego County's vacancy rate has declined from the over 6 percent rate that existed in the 1990s to the current (January, 2006) rate of 4.5 percent. As such, housing supply is limited in the County based on the federal standard vacancy rate of 5 percent.

According to the San Diego Union Tribune (2006) median home prices by zip code for the City of Chula Vista ranged from \$462,000 in South Chula Vista to \$922,000 in northeast Chula Vista. These prices represent all home prices combined for the month of April 2006 and include new and existing single-family and condominiums.

TABLE 8.8-6
Housing Estimates by City, County, and State, January 1, 2006

Area	Total Units	Single-Family	Multi-Family	Mobile Homes	Percent Vacant
City of Chula Vista	75,640	46,446	25,308	3,886	3.0
San Diego County	1,119,224	673,058	398,743	47,423	4.5
California	13,138,670	8,482,802	4,068,851	587,017	5.9

Source: DOF (2006a).

8.8.3.3 Economy and Employment

Between 2000 and 2005, employment in San Diego County increased by 87,300 jobs or about 7 percent. This 7 percent increase is almost 4 times California's net increase (1.8 percent) during that same period (California Employment Development Department [CEDD] 2006a). As shown in Table 8.8-7, on a percent increase basis, natural resources and mining

² Hispanics or Latinos are those people who classified themselves in one of the specific Spanish, Hispanic, or Latino categories listed on the Census 2000 questionnaire—"Mexican, Mexican Am., Chicano," "Puerto Rican," or "Cuban"—as well as those who indicate that they are "other Spanish/Hispanic/Latino." People who identify their origin as "other Spanish/Hispanic/Latino" may be of any race. Thus, the percent Hispanic should not be added to percentages for racial (i.e., minority) categories.

experienced the largest increase in employment, followed by construction. Although the percentage increase in the natural resources and mining sector was the highest between 2000 and 2005, the contribution of this sector to the San Diego County economy remained negligible because of the small workforce of 400. By contrast, during the same 5-year period, the construction workforce increased by about 21,700 workers to a total of 91,400 workers. This sector alone comprises about 7 percent of the total County workforce. Employment losses were experienced in the agriculture, manufacturing, and transportation, warehousing and utilities, and the information sectors.

TABLE 8.8-7
Employment Distribution in San Diego County, 2000 to 2005

Industry	<u>2000</u>		<u>2005</u>		<u>2000-2005</u>	
	Number of Employees	Employment Share (%)	Number of Employees	Employment Share (%)	Percentage Change (%)	Average Annual Compound Growth Rate (%)
Agriculture	11,400	0.9%	10,700	0.8%	-6.1%	-1.3%
Natural Resources, Mining	300	0.0%	400	0.0%	33.3%	5.9%
Construction	69,700	5.8%	91,400	7.1%	31.1%	5.6%
Manufacturing	122,600	10.2%	104,200	8.1%	-15.0%	-3.2%
Wholesale Trade	39,100	3.2%	43,700	3.4%	11.8%	2.2%
Retail Trade	133,800	11.1%	146,900	11.4%	9.8%	1.9%
Transportation, Warehousing and Utilities	29,800	2.5%	28,500	2.2%	-4.4%	-0.9%
Information	39,200	3.3%	37,300	2.9%	-4.8%	-1.0%
Financial Activities	71,200	5.9%	83,200	6.4%	16.9%	3.2%
Services	481,700	40.0%	531,500	41.1%	10.3%	2.0%
Government	206,600	17.1%	214,800	16.6%	4.0%	0.8%
Total Employment	1,205,200	100.0%	1,292,500	100.0%	7.2%	1.4%

Source: CEDD (2006a).

Table 8.8-8 provides detail on the characteristics of the County labor force. It shows 2005 employment data for San Diego County and the City of Chula Vista compared to California. Both San Diego County and the City of Chula Vista have unemployment rates that are lower than the state average. CEDD does not project future unemployment rates.

TABLE 8.8-8
Employment Data, 2005

Area	Labor Force	Employment	Unemployment	Unemployment Rate (%)
City of Chula Vista	86,600	82,600	4,000	4.6
San Diego County	1,505,200	1,440,500	64,700	4.3
California	17,552,300	16,459,900	1,092,400	5.4

Source: CEDD (2006b).

8.8.3.4 Fiscal Resources

The local agencies with taxing power include San Diego County and the City of Chula Vista. San Diego County's General Fund expenditures and revenues are presented in Table 8.8-9. The County's General Fund revenues increased by about 8 percent from FY 2002-03 to FY 2003-04. During the following fiscal year, the increase was only 3.3 percent. From FY 2003-04 to FY 2004-05, revenues doubled from the preceding year to 6.6 percent. Tax revenues contributed between 15 and 21 percent of the County total General Fund revenues.

TABLE 8.8-9
San Diego County Revenues and Expenditures (\$ Million)

	FY 2002-03	FY 2003-04	FY 2004-05
Expenditures			
General Government	\$209.87	\$216.18	\$211.52
Public Protection	\$1,145.17	\$1,216.28	\$939.07
Public Ways and Facilities	\$123.20	\$115.43	\$84.56
Health & Sanitation	\$600.53	\$562.66	\$541.92
Public Assistance	\$1,037.47	\$1,053.55	\$970.21
Education	\$31.01	\$31.31	\$27.12
Recreation & Cultural	\$20.81	\$24.70	\$19.61
Capital Outlay	\$83.75	\$54.96	\$54.16
Debt Service	\$162.59	\$166.44	\$157.32
Total Expenditures	\$3,414.40	\$3,441.49	\$3,005.49
Revenues			
Taxes	\$446.84	\$497.18	\$717.17
Licenses, Permits & Franchises	\$39.34	\$42.25	\$42.95
Fines, Forfeitures, and Penalties	\$41.24	\$46.50	\$55.54
Use of Money and Property	\$40.73	\$25.87	\$50.81
Aid from Other Government Agencies	\$1,930.26	\$1,972.20	\$1,884.66
Charges for Current Service	\$266.57	\$277.64	\$286.63
Other Revenue	\$70.07	\$65.91	\$84.41
Total Revenue	\$2,835.04	\$2,927.54	\$3,122.18

Source: San Diego County (2006b).
Numbers may not add up due to independent rounding.

As shown in Table 8.8-10, the General Fund revenue for the City of Chula Vista has been growing somewhat steadily over the last few fiscal years. Although no particular revenue item has consistently been responsible for the observed growth during this period, taxes have continued to be the major contributor to the City's revenues. Tax revenues have averaged 46 percent of the City's General Fund revenues during the period shown in Table 8.8-10. Tax revenues from sales, property, and businesses contribute about 9 percent, 15 percent and 14 percent, respectively, of the overall General Fund revenues.

TABLE 8.8-10
City of Chula Vista Revenues and Expenditures

	FY 2004 Actual	FY 2005 Unaudited	FY 2006 Estimated	FY 2007 Estimated
Expenditures				
Personnel Services	\$97,424,000	\$113,081,000	\$122,674,000	\$129,124,000
Supplies & Services	\$21,797,000	\$24,733,000	\$24,683,000	\$24,871,000
Other Expenses	\$1,283,000	\$1,852,000	\$1,630,000	\$1,132,000
Operating Capital	\$1,194,000	\$2,350,000	\$594,000	\$136,000
Debt Service/Transfer Out	\$2,935,000	\$5,524,000	\$6,334,000	\$6,534,000
Total Operating Budget	\$124,633,000	\$147,540,000	\$155,915,000	\$161,797,000
Capital Projects	\$3,474,000	\$1,308,000	\$65,000	\$0
Total Expenditures	\$128,107,000	\$148,848,000	\$155,980,000	\$161,797,000
REVENUES				
Taxes	\$56,434,380	\$61,322,278	\$70,555,056	\$80,630,058
Taxes - Property Taxes	\$16,356,953	\$17,323,379	\$20,033,563	\$23,765,131
Taxes – Sales	\$21,421,090	\$24,009,258	\$26,788,000	\$30,997,040
Taxes — Other	\$18,656,337	\$19,989,641	\$23,733,493	\$25,867,887
Licenses & Permits	\$5,067,768	\$4,076,516	\$4,282,338	\$4,299,140
Fines, Forfeitures & Penalties	\$968,513	\$1,217,790	\$1,265,393	\$1,314,897
Use of Money & Property	\$837,064	\$2,944,488	\$2,285,146	\$2,430,467
Revenue from Other Agencies	\$15,603,934	\$21,066,532	\$24,903,834	\$23,079,858
Charges for Services	\$14,395,804	\$16,804,651	\$18,942,595	\$20,091,923
Other Revenue	\$15,732,692	\$16,145,099	\$16,384,602	\$15,566,188
Transfers In	\$13,726,396	\$15,041,867	\$17,362,017	\$14,385,001
Total Revenue	\$122,766,551	\$138,619,221	\$155,980,981	\$161,797,532

Source: City of Chula Vista (2006).
Numbers may not add up due to independent rounding.

8.8.3.5 Education

There are a total of 42 elementary, high school, and unified school districts in San Diego County. The SBRP site is in the Chula Vista Elementary School District and the Sweetwater Union High School District. Past and current enrollment figures for the school districts are presented in Table 8.8-11. Projected enrollment figures are not available.

TABLE 8.8-11
Current and Projected Enrollment by Grade

Grade Level	Chula Vista Elementary School District			Sweetwater Union High School District		
	Enrollment (2003-04)	Enrollment (2004-05)	Current Enrollment (2005-06)	Enrollment (2003-04)	Enrollment (2004-05)	Current Enrollment (2005-06)
Kindergarten	3,246	3,398	3,535	0	0	0
First	3,497	3,630	3,674	0	0	0
Second	3,559	3,737	3,710	0	0	0
Third	3,695	3,733	3,811	0	0	0
Fourth	3,675	3,889	3,844	0	0	0
Fifth	3,727	3,843	3,964	0	0	0
Sixth	3,893	3,922	3,934	0	0	0
Seventh	0	0	0	6,212	6,520	6,265
Eighth	0	0	0	6,416	6,361	6,523
Ungraded Elementary			0			85
Ninth	0	0	0	7,661	7,357	7,172
Tenth	0	0	0	7,235	7,210	7,427
Eleventh	0	0	0	6,242	6,791	7,112
Twelfth	0	0	0	5,462	6,649	6,973
Ungraded Secondary			0			308
TOTAL	25,292	26,152	26,472	39,228	40,888	41,865

Source: California Department of Education (CDE), 2006.

8.8.3.6 Public Services and Facilities

This subsection describes public services in the Project area.

8.8.3.6.1 Law Enforcement

The SBRP project site comes under the jurisdiction of the San Diego Harbor Police Department (SDHPD) and the Chula Vista Police Department (CVPD). The SDHPD is the law enforcement authority for the Port District. The Chula Vista Police Department is located at 315 Fourth Avenue in the heart of downtown Chula Vista. There are 248 authorized officers, all serving the City of Chula Vista from this one station (Preuss, 2006).

The CVPD has a priority system to respond to emergencies within the City. Average response time to priority one (emergency) calls is 5.5 minutes; whereas, for priority two (urgent) calls it is 7.5 minutes (Preuss, 2006).

The California Highway Patrol (CHP) is the primary law enforcement agency for state highways and roads (i.e., Interstate 5). Services include law enforcement, traffic control, accident investigation, and the management of hazardous materials spill incidents.

8.8.3.6.2 Fire Protection

The Port relies on the local municipalities fire department, and as the SBRP site is within the City of Chula Vista the City's Fire Department (CVFD) has jurisdiction. The Project site is between two stations (Station No. 1 and Station No. 5) and, as such, can be served by either of these two stations. CVFD Station No. 1 is located at 447 F Street while Station No. 5 is located at 391 Oxford Street in Chula Vista. Station No. 1 is headed by a battalion chief and has 1 engine and 1 truck. The engine is manned by 3 fire fighters and the truck by fire fighters. Station No. 5 has one engine and 3 fire fighters. The response time to an emergency at the Project site from either station is approximately 6 minutes (Balchak, 2006).

8.8.3.6.3 Emergency Response

CVFD firefighters are the first responders to any emergencies involving hazardous materials (hazmat). CVFD has a contract with the San Diego County Department of Environmental Health Hazardous Materials Division (HMD) for additional hazmat support (Geering, 2006). The HMD has a Hazardous Incident Response Team (DEH-HIRT) which consists of 10 California State Certified Hazardous Materials Specialists. DEH-HIRT responds jointly with the San Diego Fire-Rescue Department Hazardous Incident Response Team to investigate and mitigate chemically related emergencies or complaints. Emergency response activities include mitigation, containment and control actions as well as hazard identification, evaluating the threat to the local populations and the environment. Thus, the DEH-HIRT is capable of handling any emergency involving spills, e.g., anhydrous ammonia.

8.8.3.6.4 Hospitals

The nearest hospital with an emergency room is Scripps Mercy Hospital Chula Vista, located at 435 H Street in Chula Vista. Scripps Mercy Hospital Chula Vista is part of the Scripps Health, a community-based health care delivery network in San Diego, California. Scripps Health includes four acute-care hospitals on five campuses. The Scripps Mercy Hospital Chula Vista is one of these hospitals. The Chula Vista facility has 183 acute-care licensed beds and more than 700 employees. A Level II neonatal intensive care nursery offers short-stay intensive care for low birth-weight babies. Other services at Scripps Mercy Hospital Chula Vista include obstetrics and gynecology; rehabilitation including physical, occupational and speech therapies; cancer care services; inpatient and outpatient radiology; a full range of surgical services including plastic, orthopedic, thoracic/vascular, urology and general surgery; and neurology.

Scripps Mercy Hospital Chula Vista operates a 24-hour emergency department. However, it does not have a trauma center (Moralis, 2006). The nearest hospital with a trauma center is the UCSD Medical Center. UCSD Medical Center serves as the Regional Trauma Center for the citizens of San Diego and Imperial counties. It is located at 200 West Arbor Drive, San Diego. UCSD Medical Center is designated as San Diego County's first and only Level 1³ Trauma Center. The UCSD Trauma Center includes a three-bed resuscitation suite and a

³ Level I has 24-hour neuro/open heart/all other surgeries plus research capabilities. Level II has 24-hour neuro/open heart/all other surgeries.

dedicated operating room, all located on the second floor of UCSD Medical Center adjacent to the Surgical Intensive Care Unit (SICU) and Blood Bank. The center admits approximately 1700 patients a year who are Trauma Team Activations. It is approximately 13 miles from the proposed project site.

The next nearest hospital with a trauma center is the Scripps Memorial Hospital La Jolla. The hospital's Emergency and Trauma Services include a Level II Trauma Center that has a 15-bed emergency room that includes a two bed trauma suite. It serves nearly 1,500 patients annually in the beach communities from Pacific Beach to the Orange County line. Scripps Memorial Hospital La Jolla is located at 9888 Genesee Avenue, La Jolla and is about 24 miles from the proposed project site.

In addition to the above hospitals there are a number of medical centers, within 5 to 15 miles of the Project site that, provide emergency care. These include: Sharp Chula Vista Medical Center (4.9 miles), Paradise Valley Hospital (6.9 miles), Sharp Coronado Hospital and Healthcare Center (10.0 miles) and Sharp Memorial Hospital (14.8 miles)

8.8.3.7 Utilities

This subsection describes utilities in the area.

8.8.3.7.1 Electricity and Gas

Interim interconnection of the SBRP assumes continued use of existing SDG&E substation adjacent to the existing SBPP and new 230 kV facilities until the South Bay Substation is relocated. Final interconnection of the Project will be to the SDG&E transmission system at the new South Bay Substation. The interconnection will be at three voltages, 230-, 138-, and 69-kV (see Subsection 5, Transmission System Engineering).

Two existing SDG&E gas lines (16 and 24 inches in diameter) enter the existing SBPP site at K Street, which will be the interconnection point for gas service to the SBRP. The new gas line will go from the interconnection point at the SBPP site south to the project site via the SDGE 300-foot easement. A total of 3,450 feet of new 16-inch gas line will be installed. Gas supply is described in Subsection 6.0, Natural Gas Supply.

8.8.3.7.2 Water

Potable water will be provided through an approximately 6-inch-diameter pipeline to an existing Sweetwater Authority water main along Bay Boulevard, which is approximately 430 feet east of the site. The water supply plan is described in Section 7.0, Water Supply.

8.8.3.7.3 Wastewater Discharge

Process and domestic wastewater from the plant will be discharged to an existing sewer line in Bay Boulevard, and will use existing sewer capacity allocated to the South Bay Power Plant. The primary source of discharge will be process water, including reject water from the reverse osmosis/deionization system and wastewater from plant equipment and drains. Total wastewater discharges would be approximately 83,115 gallons per day (gpd), or about 58 gpm, which would not exceed the anticipated maximum permitted discharge rate for the SBRP (100,000 gpd, or about 69 gpm). To comply with limitations on the maximum permitted discharge rate, sewer flows will be directed by gravity to a sump or sumps in the new power block complex area where they will be collected and pumped to a new wastewater storage tank. The wastewater storage tank will serve as a surge tank wherein

peak system flow rates that are greater than the limiting discharge rate can be accumulated and allowed to drain to the sewer during periods when the peak system flow rate is below the permitted maximum.

8.8.4 Environmental Consequences

This subsection assesses the potential environmental impacts of the project and linears. Since the existing SBPP plant will be replaced by the proposed SBRP plant, where appropriate, this analysis considers the net change between the two projects, rather than the increase from the new project.

8.8.4.1 Potential Environmental Impacts

Local environmental impacts were determined by comparing project demands during construction and operation with the socioeconomic resources of the region of influence (i.e., San Diego County). A proposed power-generating facility could impact employment, population, housing, public services and utilities, and/or schools. Impacts could be local and/or regional, though most impacts would tend to be more local (city/county) than regional (outside the county).

8.8.4.2 Significance Criteria

The criteria used to determine the significance of project-related socioeconomic impacts are as suggested in the CEQA Checklist. Project-related impacts from construction and the differences between the operations of the two plants are determined to be significant if they:

- Induce substantial growth or concentration of population
- Displace a large number of people or impact existing housing
- Result in substantial adverse impacts to the local economy and employment
- Create adverse fiscal impacts to the community
- Result in substantial adverse impacts to educational facilities
- Result in substantial adverse impacts to the provision of utility services
- Result in substantial adverse impacts associated with the provision of public services

Other impacts may be significant if they cause substantial change in community interaction patterns, social organization, social structures, or social institutions; substantial conflict with community attitudes, values, or perceptions; or substantial inequities in the distribution of project cost and benefit.

8.8.4.3 Construction Impacts

All economic impacts from construction activities associated with the SBRP and the relocated SDG&E substation, and demolition of the existing SBPP are considered in this subsection. All of the demolition and construction activities will occur over a period of 65 months. The first phase of the project is the construction of the SBRP that will take 28 months, with commercial operations of the SBRP expected to begin by the second quarter of 2010. During the initial site preparation during construction of the SBRP, the existing foundations of the former LNG tanks located on the SBRP site will be demolished. Phase 2 of the Project involves the demolition of the existing SABPP, which is expected to take 25 months (see Table 8.8-12 below).

The final phase of the Project consists of the construction of the relocated SDG&E substation and is expected to take 12 months to complete. Demolition of the existing SBPP will commence after the SBRP plant is operational.

8.8.4.3.1 Construction Workforce

The primary trades in demand will include boilermakers, carpenters, electricians, ironworkers, laborers, millwrights, operators, and pipefitters. Table 8.8-12 estimates construction personnel requirements for the plant and linear facilities. Total Phase 1 personnel requirements during construction of the SBRP will be approximately 5,406 person-months, or 451 person-years. Construction personnel requirements will peak at approximately 401 workers in month 16 of the construction period. The demolition of the existing SBPP during phase 2 of the project will require approximately 1,942 person-months, or 162 person-years. Construction personnel requirements for the relocation of the SDG&E substation during phase 3 of the project will be approximately 69 person-months, or 6 person-years.

Available skilled labor in the San Diego County was evaluated by surveying the Building and Trades Council (Table 8.8-13) and contacting CEDD (Table 8.8-14). Both sources show that the workforce in San Diego County will be adequate to fulfill SBRP's construction labor requirements and the demolition workforce for the existing SBPP. Therefore, the Project will not place an undue burden on the local workforce. In addition, as shown in Table 8.8-7, the construction workforce within the County has been growing at an average annual rate of 5.6 percent per year. In 2005, the construction workforce was estimated at 91,400 workers. Thus, the SBRP peak construction needs are less than 0.5 percent of the total workforce. SBRP

8.8.4.3.2 Population Impacts

It is anticipated that most of the construction workforce will be drawn from San Diego, County. However, a portion of the construction workforce could also be drawn from other nearby counties or from out of state. For the purposes of our analysis, because of the size of the local construction workforce, we have assumed that 90 percent of the construction workers will be from the local area. Since most workers are expected to commute to the project site, they will not contribute to an increase in the population of the area.

8.8.4.3.3 Housing Impacts

The construction workforce will most likely commute daily to the project site; however, if needed, there are about 448 hotels/motels with 53,598 rooms in San Diego County (Cates, 2006) to accommodate workers who may choose to commute to the project site on a workweek basis. In 2005, the average hotel/motel vacancy rate in San Diego County was about 38 percent while the average room rate was \$122 (Cates, 2006). In addition to the available hotel/motel accommodation, there are about 40 recreational vehicle (RV) parks within 2.5 miles of the City of Chula Vista. As a result, construction of the proposed project is not expected to increase the demand for housing.

TABLE 8.8-12
Construction Personnel by Month

Craft	Months After Notice-to-Proceed																												Total			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28				
Phase 1																																
Site Preparation and Demolition of LNG Tank Foundations	0	45	52	52	52		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Plant Construction																																
Boilermakers	0	0	0	0	0	0	0	0	0	0	0	14	20	36	46	50	46	40	40	36	34	30	14	10	6	0	0	0	0	422		
Carpenters	0	0	0	0	0	10	14	18	20	26	30	36	40	40	40	40	36	30	28	28	22	18	16	12	10	8	4	0	526			
Cement Finishers	0	0	0	0	0	6	12	12	20	28	36	36	44	44	40	32	16	10	8	6	6	4	0	0	0	0	0	0	360			
Electricians	0	0	0	0	0	4	4	4	4	8	8	15	30	30	35	40	45	50	50	50	40	32	26	20	18	18	12	4	547			
Insulation Workers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	12	18	18	18	18	18	16	12	12	10	2	160			
Ironworkers	0	0	0	0	0	0	4	4	8	8	12	18	22	28	28	32	28	24	20	15	10	10	10	10	6	0	0	0	297			
Laborers	0	0	0	0	0	10	14	14	20	24	26	30	36	40	40	44	36	36	36	36	30	26	20	14	14	10	6	4	566			
Millwrights	0	0	0	0	0	0	0	0	0	0	10	18	22	24	24	30	32	32	32	28	28	28	24	20	16	16	8	2	394			
Operating Engineers	6	6	6	6	6	6	6	6	6	6	12	12	16	16	18	20	20	20	20	18	18	16	14	10	10	10	6	4	314			
Painters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6	8	8	8	8	8	6	48			
Pipefitters	0	0	0	0	0	4	4	6	8	10	14	16	20	24	32	36	40	40	44	44	44	40	34	34	18	12	4	2	530			
Roofers	0	0	0	0	0	0	0	0	0	0	0	0	2	6	6	6	6	6	6	2	0	0	0	0	0	0	0	0	40			
Sheetmetal Workers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	6	8	12	12	12	12	8	4	4	2	2	94			
Sprinkler Fitters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	4	8	10	6	4	2	2	2	0	0	42			
Teamsters	0	0	0	0	0	0	0	0	0	0	1	1	1	2	2	4	4	6	6	8	8	6	4	2	2	2	1	1	61			
Subtotal Craft Labor	6	6	6	6	6	40	58	64	86	110	149	196	253	290	312	341	322	313	320	309	280	250	202	166	126	102	61	27	4,401			
Contractor Staff	1	1	1	1	1	6	8	10	16	22	30	40	50	55	55	60	55	55	55	55	55	50	40	32	24	20	16	12	825			
Phase 1 Total	7	52	52	52	52	46	66	74	102	132	179	236	303	345	367	401	377	368	375	364	335	300	242	198	150	122	77	39	5,406			
Craft	Months After Notice-to-Proceed																												Total			
	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56		57	58	59
Phase 2																																
Demolition of SBPP	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	102	102	102	102	102	102	0	0	0	0	0	0	0	1,942
Phase 3																																
Construction of relocated SDG&E Substation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	5	7	7	6	6	6	6	6	5	6	69
Total Workforce	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	102	106	107	107	109	109	6	6	6	6	6	5	6	2,011

TABLE 8.8-13
Labor Union Contacts

Labor Union	Contact	Phone Number
San Diego Building and Construction Trades Council	Kris Hartnett, Business Manager	619-521-2914

TABLE 8.8-14
Available Labor by Skill in San Diego County, 2002 to 2012

Occupational Title	Annual Averages		Absolute Change	Percentage Change	Average Annual Compounded Growth Rate (%)
	2002	2012			
Carpenters	12,190	15,210	3,020	24.8	2.2
Cement Masons & Concrete Finishers	2,410	3,290	880	36.5	3.2
Painters, Construction & Maintenance	3,840	4,570	730	19.0	1.8
Sheet Metal Workers	2,340	2,760	420	17.9	1.7
Electricians	5,520	7,020	1,500	27.2	2.4
Welders, Cutters, Solderers, & Brazers	2,550	3,050	500	19.6	1.8
Industrial Truck & Tractor Operators	2,580	2,980	400	15.5	1.5
Operating Engineers and Other Construction Equipment Operators	3,480	4,150	670	19.3	1.8
Helpers, Construction Trades	3,160	3,690	530	16.8	1.6
Construction Laborers	7,870	9,540	1,670	21.2	1.9
Plumbers, Pipefitters, & Steamfitters	4,140	5,130	990	23.9	2.2
Administrative Services Managers	2,240	2,730	490	21.9	2.0
Mechanical Engineers	2,390	2,510	120	5.0	0.5
Electrical Engineers	2,150	2,370	220	10.2	1.0
Engineering Technicians	5,910	6,900	990	16.8	1.6
Plant and System Operators	1,300	1,410	110	8.5	0.8

Source: CEDD (2006c).

8.8.4.3.4 Impacts to the Local Economy and Employment Phase 1

The cost of materials and supplies required by the project during Phase 1 (construction of the SBRP project) is estimated at approximately \$180 million. The estimated value of materials and supplies that will be purchased locally during Phase 1 is \$18.5

to \$19.5 million. All cost estimates are in constant 2006 dollars as are the economic benefits noted in this section.

SBRP will provide between \$71 million and \$76 million in construction payroll, at an average salary of \$76 to \$81 per hour, including benefits (451 person-yrs * 2,080 hrs/yr * \$76/hr or 451 person-yrs * 2,080 hrs * \$81/hr). The anticipated payroll for employees, as well as the purchase of materials and supplies during Phase 1, will have a slight beneficial impact on the area. Assuming, conservatively, that 90 percent of the construction workforce will reside in San Diego County, it is expected that approximately \$64 million to \$68 million will stay in the local area during the 28-month construction period. These additional funds will cause a temporary beneficial impact by creating the potential for other employment opportunities for local workers in other service areas, such as transportation and retail.

Indirect and Induced Economic Impacts from Phase 1 Construction. Construction activities would result in secondary economic impacts (indirect and induced impacts) within San Diego County. Indirect and induced employment effects include the purchase of goods and services by firms involved with construction, and induced employment effects include construction workers spending their income within the County. In addition to these secondary employment impacts, there are indirect and induced income effects arising from construction.

Indirect and induced impacts were estimated using an IMPLAN Input-Output model of San Diego County. IMPLAN is an economic modeling software program. The estimated indirect and induced employment within San Diego County would be 132 and 232 jobs, respectively. (Impacts are summarized in Table 8.8-15). These additional jobs result from the \$8.6⁴ million in annual local construction expenditures as well as the \$20.5 million in spending by local construction workers. The \$20.5 million represents the disposable portion of the annual construction payroll (assumed to be 90 percent of \$29.4 million⁵ in annual construction payroll spent locally). Assuming an average monthly direct construction employment of 193, the employment multiplier associated with the construction phase of the project is approximately 2.9 (i.e., $[193 + 132 + 232]/193$). This project construction phase employment multiplier is based on a Type SAM model.

Indirect and induced income impacts were estimated at \$5,026,570 and \$8,851,200, respectively. Assuming a total annual local construction expenditure (payroll, materials, and supplies) of \$29.2 million (\$20.5 million in payroll + \$8.6 million in materials and supplies), the project construction phase income multiplier based on a Type SAM model is approximately 1.5 (i.e., $[\$29,189,900 + \$5,026,570 + \$8,851,200]/\$29,189,900$).

Assuming that annual local construction expenditures are \$8.21 million instead of \$8.64 million results in indirect and induced employment estimates within San Diego County of 125 and 217 jobs, respectively. Based on the same average construction employment of 193, the construction phase employment multiplier is approximately 2.8.

⁴ Annual portion of the \$19.5 million in Phase 1 construction & demolition expenditure = \$19.5 million x (28 months/12 months) = \$8,642,860 in 2006 dollars.

⁵ Annual local portion of construction payroll = \$76.1 million x (28 months/12 months) x 90% = \$29,352,860. Disposable annual local portion of the construction payroll = \$29,352,860 x 70% = \$20,547,000.

Indirect and induced income impacts based on the total annual construction expenditure of \$26.8 million (\$19.2⁶ million in payroll + \$8.2⁷ million in materials and supplies) were estimated at \$4,777,320 and \$8,289,480, respectively. Based on these estimates, the construction phase income multiplier was estimated at 1.5.

TABLE 8.8-15
Phase 1 Impacts to Local Economy and Employment (Annual)

Item	Low	High
Indirect Construction Employment	125	132
Induced Construction Employment	217	232
Average Monthly Direct Construction Employment	193	193
Construction Employment Multiplier	2.8	2.9
Annual Local Construction Expenditures	\$8,210,000	\$8,640,000
Annual Average Construction Payroll (Disposable)	\$19,200,000	\$20,500,000
Indirect Income Impact	\$4,777,300	\$5,026,600
Induced Income Impact	\$8,289,500	\$8,851,200
Construction Phase Income Multiplier	1.5	1.5

Phase 2

The cost of materials and supplies required by the project during Phase 2 (demolition of the existing SBPP) is estimated at approximately \$8.6 million. All of these costs will be spent in the local economy, i.e., San Diego County. The estimated annual value of the cost materials and supplies is approximately \$4.1⁸ million.

Phase 2 will provide approximately \$13.5 million in demolition payroll. The anticipated payroll for employees, as well as the purchase of materials and supplies during Phase 2, will have a slight and temporary beneficial impact on the area. Since 100 percent of the demolition workforce is assumed to reside in San Diego County, it is expected the entire \$13.5 million will stay in the local area during the 25-month demolition period. These additional funds will cause a temporary beneficial impact by creating the potential for other employment opportunities for local workers in other service areas, such as transportation and retail.

Indirect and Induced Economic Impacts from Phase 2 Construction. Demolition activities would result in secondary economic impacts (indirect and induced impacts) within San Diego County. Indirect and induced employment effects include the purchase of goods and services by firms involved with construction, and induced employment effects include construction workers spending their income within the county. In addition to these secondary employment impacts, there are indirect and induced income effects arising from construction.

⁶ Annual local portion of construction payroll = \$71.1 million x (28 months/12 months) x 90% = \$27.42 million. Disposable annual local portion of the construction payroll = \$27,424,290 x 70% = \$19,197,000.

⁷ Annual portion of the \$18.5 million in Phase 1 construction & demolition expenditure = \$18.5 million x (28 months/12 months) = \$8,214,290 in 2006 dollars.

⁸ Total expenditures on materials and supplies during the Phase 2 demolition are \$8,605,000. Annual expenditures are \$4,130,400 (or \$8,605,000 x (25 months/12 months)).

Indirect and induced impacts were estimated using an IMPLAN Input-Output model of San Diego County. IMPLAN is an economic modeling software program. The estimated indirect and induced employment within San Diego County would be 63 and 59 jobs, respectively. These additional jobs result from the \$4.1 million in annual local construction expenditures as well as the \$4.5⁹ million in spending by local construction workers. The \$4.5 million represents the disposable portion of the annual construction payroll (assumed to be 70 percent of \$6.5 million¹⁰ in annual construction payroll spent locally). Assuming an average monthly direct construction employment of 78, the employment multiplier associated with the construction phase of the project is approximately 2.6 (i.e., $[78 + 63 + 59]/78$). This project construction phase employment multiplier is based on a Type SAM model. (Impacts are summarized in Table 8.8-16).

Indirect and induced income impacts were estimated at \$2,402,190 and \$2,266,100, respectively. Assuming a total annual local construction expenditure (payroll, materials, and supplies) of \$8.6 million (\$4.5 million in payroll + \$4.1 million in materials and supplies), the project construction phase income multiplier based on a Type SAM model is approximately 1.5 (i.e., $[\$8,654,640 + \$2,402,190 + \$2,266,100]/\$8,654,640$).

TABLE 8.8-16
Phase 2 Impacts to Local Economy and Employment

Item	Impact
Indirect Construction Employment	63
Induced Construction Employment	59
Average Monthly Direct Construction Employment	78
Construction Employment Multiplier	2.6
Annual Local Construction Expenditures	\$4,130,000
Annual Average Local Construction Payroll (Disposable)	\$4,520,000
Indirect Income Impact	\$2,402,200
Induced Income Impact	\$2,266,100
Construction Phase Income Multiplier	1.5

Phase 3

The cost of materials and supplies required by the project during Phase 3 (construction of the relocated SDG&E substation) is estimated at approximately \$21 million. The estimated value of materials and supplies that will be purchased locally during Phase 3 is \$2.1 million.

Phase 3 construction will provide approximately \$10.8 million in construction payroll. The anticipated payroll for employees, as well as the purchase of materials and supplies during the combined Phase 3, will have a slight and temporary beneficial impact on the area. Assuming, conservatively, that 90 percent of the construction workforce will reside in San Diego County, it is expected that approximately \$9.7 million will stay in the local area during the 12-month construction period. These additional funds will cause a temporary

⁹ Disposable portion of the annual construction payroll = \$6,463,200 x 70% = \$4,520,240 in 2006 dollars.

¹⁰ Annual portion of the \$13,465,000 in construction payroll = \$13.5 million x (25 months/12 months) = \$6,463,200 in 2006 dollars.

beneficial impact by creating the potential for other employment opportunities for local workers in other service areas, such as transportation and retail.

Indirect and Induced Economic Impacts from Phase 3 Construction. Construction activities would result in secondary economic impacts (indirect and induced impacts) within San Diego County. Indirect and induced employment effects include the purchase of goods and services by firms involved with construction, and induced employment effects include construction workers spending their income within the county. In addition to these secondary employment impacts, there are indirect and induced income effects arising from construction.

Indirect and induced impacts were estimated using an IMPLAN Input-Output model of San Diego County. IMPLAN is an economic modeling software program. The estimated indirect and induced employment within San Diego County would be 32 and 74 jobs, respectively. These additional jobs result from the \$2.1 million in annual local construction expenditures as well as the \$6.8 million in spending by local construction workers. The \$6.8 million represents the disposable portion of the annual construction payroll (assumed to be 70 percent of \$9.6 million¹¹ in annual construction payroll spent locally). Assuming an average monthly direct construction employment of 69, the employment multiplier associated with the construction phase of the project is approximately 2.5 (i.e., $[69 + 32 + 74]/69$). This project construction phase employment multiplier is based on a Type SAM model. (Impacts are summarized in Table 8.8-17).

Indirect and induced income impacts were estimated at \$1,221,330 and \$2,814,110, respectively. Assuming a total annual local construction expenditure (payroll, materials, and supplies) of \$8.9 million (\$6.8 million in payroll + \$2.1 million in materials and supplies), the project construction phase income multiplier based on a Type SAM model is approximately 1.3 (i.e., $[\$8,881,320 + \$1,221,330 + \$2,814,110]/\$8,881,320$).

TABLE 8.8-17
Phase 3 Impacts to Local Economy and Employment

Item	High
Indirect Construction Employment	32
Induced Construction Employment	74
Average Monthly Direct Construction Employment	69
Construction Employment Multiplier	2.5
Annual Local Construction Expenditures	\$2,100,000
Annual Average Local Construction Payroll (Disposable)	\$6,780,000
Indirect Income Impact	\$1,221,300
Induced Income Impact	\$2,814,100
Construction Phase Income Multiplier	1.3

¹¹ Annual local portion of construction payroll = \$10.764 million x 90% = \$9,687,600. Disposable annual local portion of the construction payroll = \$9,687,600 x 70% = \$6,781,320.

8.8.4.3.5 Fiscal Impacts

Phase 1

SBRP initial capital cost is estimated to be \$441 million; of this, materials and supplies are estimated at approximately \$180 million. The estimated value of materials and supplies that will be purchased locally (within San Diego County) during Phase 1 (construction of SBRP) is between \$18.5 and \$19.5 million. The effect on fiscal resources during construction will be from sales taxes realized on equipment and materials purchased in the County and from sales taxes from expenditures. The sales tax rate in the City of Chula Vista is 7.75 percent (as of April 1, 2006). Of this, 6.25 percent goes to the state; 0.25 percent goes to the County; 1 percent goes to the place of sale; and 0.25 percent goes to the special districts (BOE, 2006). The total local sales tax expected to be generated annually during construction is \$636,600 to \$669,800 (i.e., 7.75 percent of local sales). Assuming all local sales are made in Chula Vista, the maximum sales tax the City could receive is between \$82,140 and \$86,430, annually. The additional sales tax revenues that would go to the City during Phase 1 is less than one percent (0.3 percent) of the City's General Fund revenues from sales tax (see Table 8.8-10). The total sales tax to be generated during the 28-month construction phase of the project is \$1,433,800 to \$1,511,300. Of this amount, the total portion going to the county, the place of sale and the special district is between \$277,500 and \$292,500 while that going specifically to the place of sale is between \$185,000 and \$195,000. The remainder (\$1,156,300 to \$1,218,800) is the portion that goes to the State.

California requires that all property under construction be appraised each January 1st based on construction completed as of that date. For simplicity we have assumed that 20 percent of the construction will be completed by the end of the first year, 80 percent by the end of the second year, and 100 percent in the third year. Thus, based on the appraisal breakdown, the plant would be assessed \$945,000 in property taxes after the first year, \$3.78 million in property taxes after the second year, and \$4.73 million when construction is completed. During the first two years, the SBPP will still be operational thus the City will be receiving the property taxes associated with SBRP in addition to those that it would be receiving from the existing SBPP. As such, in the first two years of construction, the City of Chula Vista will be receiving a combined total of \$1.7 million and \$5.5 million in property tax revenues. Once the SBRP is operational and the SBPP is demolished, the increase in property tax revenues that the City receives would be the difference between the taxes assessed SBPP and those assessed SBRP.

Phase 2

The total local sales tax expected to be generated annually during demolition of the existing SBPP is \$320,100 (i.e., 7.75 percent of local sales). Assuming all local sales are made in Chula Vista, the maximum sales tax the City could receive is between \$61,960, annually. The additional sales tax revenues that would go to the City during Phase 2 are less than one percent (0.2 percent) of the City's General Fund revenues from sales tax (see Table 8.8-10). The total sales tax to be generated during the 25-month Phase 2 of the project is \$666,900. Of this amount, the total portion going to the county, the place of sale and the special district is between \$129,100 while that going specifically to the place of sale is between \$86,100. The remainder, \$534,800 is the portion that goes to the State.

Phase 3

The total local sales tax expected to be generated annually during construction is \$162,750 (i.e., 7.75 percent of local sales). Assuming all local sales are made in Chula Vista, the maximum sales tax the City could receive is between \$31,500, annually. The additional sales tax revenues that would go to the City during Phase 3 are less than one percent (0.1 percent) of the City's General Fund revenues from sales tax (see Table 8.8-10).

8.8.4.3.6 Summary of Economic Impacts from Construction and Demolition

Table 8.8-18 provides a summary of the construction inputs to the IMPLAN model and other key factors used to assess potential construction impacts.

TABLE 8.8-18
Summary of Economic Impacts from Construction

	Phase 1	Phase 2	Phase 3	Total
Capital Cost	\$441,000,000			\$441,000,000
Total Materials & Supply Purchases	\$180,000,000		\$21,000,000	\$201,000,000
Local Materials & Supply Purchases	\$18,500,000 to \$19,500,000	\$8,605,000	\$2,100,000	\$29,205,000 to \$30,205,000
Total Worker Payroll	\$71,100,000 to \$76,100,000	\$13,500,000	\$10,760,000	\$95,360,000 to \$100,360,000
Worker Payroll (Disposable)	\$64,000,000 to \$68,000,000	\$13,500,000	\$9,690,000	\$87,190,000 to \$91,190,000
Indirect Employment	125 to 132	63	32	220 to 227
Induced Employment	217 to 232	59	74	350 to 365
Average Monthly Direct Construction Employment	193	78	69	340
Construction Employment Multiplier	2.9	2.6	2.5	
Annual Local Construction Expenditures	\$8,210,000 to \$8,640,000	\$4,130,000	\$2,100,000	\$14,400,000 to \$14,870,000
Annual Average Local Construction Payroll (Disposable)	\$19,200,000 to \$20,500,000	\$4,520,000	\$6,780,000	\$30,500,000 to \$31,800,000
Indirect Income	\$4,777,300 to \$5,026,600	\$2,402,190	\$1,221,300	\$8,400,790 to \$6,650,090
Induced Income	\$8,289,500 to \$8,851,200	\$2,266,100	\$2,814,100	\$13,369,700 to \$13,931,400
Construction Phase Income Multiplier	1.5	1.5	1.3	
Total Sales Taxes (point-of-sale)	\$185,000 to \$195,000	\$86,100	\$21,000	\$292,100 to \$302,100

8.8.4.3.7 Impacts on Education

The schools in the Chatham Union Elementary School District and the Sweetwater Union High School District are currently not considered overcrowded (Anson, 2006; Peralta, 2006; Pippen, 2006). Construction of SBRP will not cause significant population changes or housing impacts to the region because most employees will commute to the site from areas

within the County, as opposed to relocating to the area. As a result, SBRP construction will not cause a significant increase in demand for school services.

8.8.4.3.8 Impacts on Public Services and Facilities

The construction and demolition phases of the project may have minor impacts on police, fire, or hazardous materials handling resources. However, since the peak workforce is only 401 workers, it is not expected to place a burden on public service providers. Copies of the records of conversation with the Sheriff and Fire departments are included in Appendix 8.8B. Typically, construction sites hold a higher risk of emergency due to the types of activities taking place. With construction companies putting an emphasis on safety, SBRP construction is not expected to create significant adverse impacts on medical resources in the area since minor injuries could be treated at the Scripps Mercy Hospital Chula Vista.

8.8.4.3.9 Impacts on Utilities

SBRP construction will not make significant adverse demands on local water, sanitary sewer, electricity, or natural gas. Impacts will involve the extension of existing utility lines. Water requirements for construction are relatively small. Given the number of workers and temporary duration of the construction period, the impacts on the local sanitary sewer system would not be significant.

8.8.4.4 Operational Impacts

This section looks at the changes to the local economy as a result of closing the existing SBPP and bringing a SBRP online. Thus, it compares the operational impacts from the existing SBPP with the operational impacts from the SBRP.

8.8.4.4.1 Operational Workforce

The proposed SBRP facility is expected to begin commercial operation in second quarter 2010. It is expected to employ up to 22 full-time employees. Anticipated job classifications are shown in Table 8.8-19. The entire permanent workforce is expected to commute from within San Diego County.

TABLE 8.8-19
Typical Plant Operation Workforce

Department	Personnel	Shift	Workdays
Operations	9 operating technicians:	Rotating 12-hour shift, 3 operators per shift, 3 relief operators	7 days a week
Maintenance	8 maintenance technicians	Standard 8-hour days	5 days a week (Maintenance technicians will also work unscheduled days and hours as required [weekends])
Administration	5 administrators (1 plant manager, 1 operations manager, 1 maintenance manager, 1 office manager, 1 plant administrator, and 1 plant engineer)	Standard 8-hour days	5 days a week with additional coverage as required

Facility employees will be drawn from the local workforce and from SBPP's existing staff. Consequently, no population increase is anticipated as a result of this project. There will be no significant impact on local employment.

The existing SBPP plant currently employs 75 operational staff. After SBRP has been in commercial operations, SBPP will be closed. It is assumed that much of the SBPP workforce will be transferred to SBRP. However, this operational change will result in a net reduction of 53 workers.

8.8.4.4.2 Population Impacts

The change in operations from the existing SBPP to the new SBRP will result in a net reduction of workers. It is assumed that most of the workers at the new SBRP plant will be transferred from the SBPP. Consequently, plant operations will not create an influx of new workers to the community.

8.8.4.4.3 Housing Impacts

Due to the net reduction in operations staff, significant impacts to housing are not anticipated. Since there will be a slight decrease in the number of workers, there will not be a demand for new housing. Workers that are displaced may choose to sell their houses and relocate to another area for work. Even if all displaced workers put their homes on the market, the increase in homes for sale would not be sufficient to reduce housing demand in the area.

8.8.4.4.4 Impacts on the Local Economy and Employment

Because SBRP will be replacing the existing operations at SBPP, the impact on the local economy will not be as great, since the impact will only be the difference between the two plants. SBRP's operation will result in a reduction in plant staff. The annual operations payroll would be reduced from \$10.74 million per year to \$3.15 million per year. The 2005 workforce in Chula Vista is 86,600 persons. If the workforce is reduced by 53 workers, unemployment could increase slightly from 4.65 percent to 4.68 percent, which is less than the 5.4 percent state average. Thus, the loss of 53 full-time jobs would not significantly increase unemployment rates. All cost estimates are in constant 2006 dollars as are the economic benefits noted in this section.

In addition to salaries, during operations SBRP is estimated to have annual local expenditures for materials, such as office supplies and services of \$9,548,000, of which \$1,943,000 will be spent locally (i.e., within San Diego County). This level of expenditure is only slightly higher than historic spending levels for SBPP. Therefore, expenditures for local maintenance and supplies will not cause a significant benefit to the local economy.

Indirect and Induced Economic Impacts from Operations

With reduced employment, the operation of the proposed project would result in indirect and induced economic impacts that would occur within San Diego County. These indirect and induced impacts represent decreases in the county's economic variables so long as the 53 people remain unemployed. The indirect and induced impacts would result from a reduction in annual expenditures on payroll.

The estimated reduction in indirect and induced employment within San Diego County would be 0 and 49 permanent jobs, respectively. The loss of 49 jobs result from the combined effect of a decrease in payroll expenditures of \$7,589,000, and a slight increase in

local operations and maintenance expenditures of \$143,000. The operational phase employment multiplier is estimated at 1.9 (i.e., $[-53 + 0 - 22]/-53$) and is based on a Type SAM multiplier.

The estimated decrease in indirect and induced income is estimated at \$24,200 and \$1,836,700, respectively. The income multiplier associated with the operational phase of the project is approximately 1.2 (i.e., $[-\$7,589,000 + \$24,200 - \$1,836,700]/-\$7,589,000$) and is based on a Type SAM model.

8.8.4.4.5 Fiscal Impacts

The amount of the annual operations budget is expected to increase slightly. The portion that would be spent locally within San Diego County is approximately \$143,000 more than was spent with SBPP. As stated in the impacts to the economy subsection, SBRP will result in a reduction of operational payroll in the region.

During operations, there will be a slight increase in sales tax revenues to the City of Chula Vista and San Diego County. Reduction in payroll will be \$7,589,000 annually, and increases in local O&M expenses will be approximately \$143,000 annually. Assuming local expenditures of \$143,000 annually, the estimated sales taxes will be approximately \$11,082. Of this amount, the place of sale will receive 1 percent, or about \$1,430 in sales tax revenue and the County would receive about \$360. The overall anticipated increase in sales tax revenue will be beneficial but will not be significant, since it would constitute such a small percent of total City and County revenues. (All estimates are in 2006 dollars).

SBRP is expected to bring increased property tax revenue to the City of Chula Vista. The California State Board of Equalization has jurisdiction over the valuation of a power-generating facility for property tax purposes, if the power plant produces 50 MW or more. For power-generating facilities producing less than 50 MW, the county has jurisdiction over the valuation (Lee, 2006). Since the SBRP project is a nominal 500 MW power-generating facility, BOE will assess property value. The property tax rate is set by the San Diego County Assessors Office and for the current property this rate is 1.0715 percent (Miller, 2006). Assuming a capital cost of \$441 million, the assessed property tax value is estimated to be approximately \$4,725,000 per year. Since the property taxes are collected at the city level, their disbursement is also at the city level. Presently, SBPP pays about \$775,000 (in 2006 dollars) in property taxes. Thus, the new plant will generate about \$3,950,000 in additional property taxes annually.

California requires that all property under construction be appraised each January 1st based on construction completed as of that date. For simplicity we have assumed that 20 percent of the construction will be completed by the end of the first year, 80 percent by the end of the second year, and 100 percent in the third year. Thus, based on the appraisal breakdown, the plant would be assessed \$945,000 in property taxes after the first year, \$3.78 million in property taxes after the second year, and \$4.725 million when construction is completed. During the first two years, the SBPP will still be operational thus the City will be receiving the property taxes associated with SBRP in addition to those that it would be receiving from the existing SBPP. As such, in the first two years of construction, the City of Chula Vista will be receiving a combined total of \$1.7 million and \$5.5 million in property tax revenues. Once the SBRP is operational and the SBPP is demolished, the increase in property tax revenues

that the City receives would be the difference between the taxes assessed on the two properties.

Since the SBRP is in a redevelopment area, some or most of the property taxes that are collected go to the Redevelopment Agency. Based on the community redevelopment assessed values for the Merged Chula Vista Redevelopment Project Area (formerly the Southwest Redevelopment Project), the distribution of the property taxes from the SBPP and the SBRP were estimated. The SBPP paid \$775,000 in property taxes in 2005. Of this amount, about \$97,400 went to the County and about \$75,200 went to the City of Chula Vista. The remaining \$602,400 would go to the Redevelopment agency. The property taxes assessed on the SBRP would all go to the Redevelopment agency. As such, both the City and the County would lose property tax revenues with the construction of the SBRP and the demolition of the SBPP.

In FY 2006, the City's general fund revenues were estimated at \$155.98 million (see Table 8.8-10). Of this amount, \$20 million was in property tax. The decrease in property taxes resulting from the replacement of the SBPP with the SBRP is less than one percent (0.4 percent) of the City's property tax revenues.

Annual SBPP purchases of natural gas are currently estimated at \$70 million while those for the SBRP are estimated at \$165 million. Natural gas purchases are assessed a franchise fee which is collected by the City. The natural gas franchise fee is set at two percent of the total gas purchases and is paid to the City of Chula Vista. Currently, the SBRP pays \$1.4 million in gas franchise fees. Based on the estimated annual \$165 million in natural gas purchases, the SBRP would pay \$3.3 million in gas franchise fees to the City. Once the SBRP is operational, the net gas franchise fee that the City will receive is estimated at \$1.9 million, annually.

For the existing SBPP, the Applicant pays for its lease from the San Diego Port Authority (Port). These lease payments are based on (1) the number of acres that are leased, (2) an average return set by the Port, and, (3) a charge per square foot of property (currently set between \$10 and \$16 per square foot, depending on the type of property). Since the SBRP will also be on property owned by the Port, SBRP will be expected to make lease payments to the Port. Assuming that the charge per square foot is \$15¹², and a typical return sought by the Port of 9.5 percent per year, the lease payments on the SBRP, based on the 12.9 acres, will be \$800,742 per year. These payments are made to the Port.

8.8.4.4.6 Impacts on Education

The schools in the Chula Vista Elementary School District and the Sweetwater Union High School District are currently not considered overcrowded (Anson, 2006; Peralta, 2006; Pippen, 2006). With the completion of SBRP, there will be a net reduction in the operations workforce. With a reduction of 53 workers the SBRP operation would not create significant adverse impacts to the local school system.

Regardless of any impact to the public schools, they are allowed to assess new construction for impact fees. A one-time assessment fee of \$0.20 per square foot of principal building area

¹² Since the SBRP property is an industrial type property, the higher end value for industrial properties in San Diego County is used.

(Anson, 2006; Peralta, 2006) will be assessed by the school district. This fee and its amount are discussed further in Subsection 8.8.8, Mitigation Measures.

8.8.4.4.7 Impacts on Public Services and Facilities

Since the operation of SBRP will replace the operation of SBPP, project operation will not make any new significant demands on public services or facilities. The decrease in employment will not create a significant impact on other public services. The impacts to the Police Department would not be any higher than with SBPP. Similarly, the impacts to the Fire Department would, if anything, be slightly less since SBRP would be a new facility with modern fire protection systems. The Chula Vista Police Department did not express any concerns about increased service demands during plant operations (Preuss, 2006). The SBRP's operation is not expected to result in significant impacts to the Chula Vista Fire Department. SBRP's operation would not change impacts on medical resources in the area from what they were during SBPP's operation. Copies of the records of conversation with the Police and Fire Departments are included in Appendix 8.8B.

8.8.4.4.8 Impacts on Utilities

The change in operation from the existing SBPP to the new SBRP will not make significant adverse demands on local water, sanitary sewer, electricity, or natural gas because the demands are generally similar and adequate supply and capacity currently exists.

8.8.4.5 Summary of Impacts

All impacts from construction of the SBRP and SDG&E relocated substation, and the demolition of the existing SBPP were analyzed as new impacts. However, the impacts from operation were generally done as a comparison between the existing SBPP plant and the proposed SBRP plant.

8.8.4.5.1 Construction and Demolition Impacts

The key findings are:

- There is adequate local construction workforce. Therefore, there will be no adverse impacts from increased population, nor impacts to housing, education, public services or utilities.
- Phase 1 construction of SBRP will take 28 months, it will have an average workforce is 193 workers with a peak workforce of 401 workers in month 16.
- Phase 1 construction payroll of \$71 million to \$76 million would result in approximately \$64 million to \$68 million staying in the local area.
- Phase 1 construction and demolition would result in secondary employment impacts of 132 indirect jobs and 232 induced jobs and have an employment multiplier of 2.9.
- During Phase 1, local annual construction expenditures were estimated at \$8.6 million.
- Phase 1 construction would result in indirect and induced income of \$5.0 million and \$8.9 million, respectively and an income multiplier of 1.5.
- Local purchases of materials and supplies (estimated between \$18.5 and \$19.5 million) would generate \$4,433,800 to \$1,511,300 in sales taxes, of which \$185,000 to \$195,000 dollars would go to the point of sale.

The total sales tax to be generated during the 28-month Phase 1 is \$1,433,800 to \$1,511,300. Of this amount, the total portion going to the county, the place of sale and the special district is between \$277,500 and \$292,500. The remainder (\$1,156,300 to \$1,218,800) is the portion that goes to the State.

- Phase 2 demolition of the existing SBPP activities will take 25 months, it will have an average workforce is 78 workers with a peak workforce of 109 workers in months 52 and 53.
- Phase 2 demolition payroll of \$13.5 million would all be spent in the local area.
- Phase 2 demolition activities would result in secondary employment impacts of 63 indirect jobs and 59 induced jobs and have an employment multiplier of 2.6.
- During Phase 2, local annual demolition expenditures were estimated at \$4.13 million.
- Phase 2 demolition activities would result in indirect and induced income of approximately \$2.4 million and \$2.3 million, respectively and an income multiplier of 1.4.
- Local purchases of materials and supplies estimated at \$8,605,000 would generate \$86,100 in sales taxes, most of which would go to the point of sale.

The total sales tax to be generated during the 25-month Phase 2 demolition phase is \$666,900. Of this amount, the total portion going to the county, the place of sale and the special district is \$129,100. The remainder \$537,800 is the portion that goes to the State.

- Phase 3 construction of the relocated SDG&E substation will take 12 months, it will have an average workforce is 69. Since Phases 2 and 3 overlap, the peak workforce for Phase 3 will be the same as that for Phase 2, i.e., 109 workers in months 52 and 53.
- Phase 3 construction payroll of \$10,760,000 would result in approximately \$9,690,000 staying in the local area.
- Phase 3 construction would result in secondary employment impacts of 32 indirect jobs and 74 induced jobs and have an employment multiplier of 2.5.
- During Phase 3, local annual construction expenditures were estimated at \$2.1 million.
- Phase construction would result in indirect and induced income of approximately \$1.2 million and \$2.8 million, respectively and an income multiplier of 1.3.
- Local purchases of materials and supplies (estimated at \$2.1 million) would generate \$162,750 in sales taxes, of which \$21,000 dollars would go to the point of sale.

The total sales tax to be generated during the 12-month Phase 3 construction of the relocated SDG&G substation is \$162,750. Of this amount, the total portion going to the county, the place of sale and the special district is between \$31,500. The remainder (\$131,250) is the portion that goes to the State.

8.8.4.5.2 Operational Impacts

Table 8.8-20 provides a comparison between existing SBPP and new SBRP and identifies the amounts that were used to assess impacts as well as the impacts from the IMPLAN I/O model.

TABLE 8.8-20
Comparison of SBPP and SBRP Annual Operational Impacts

Item	South Bay Power Plant	South Bay Replacement Facility	Net Difference
Operational Workforce	75	22	-53
Operational Payroll	\$10,740,000	\$3,151,000	-\$7,589,000
Local Expenditures for O&M	\$1,800,000	\$1,943,000	\$143,000
Total Expenditures for O&M	\$9,200,000	\$9,548,000	\$348,000
Fuel Gas Purchases	\$1,400,000	\$3,300,000	\$1,900,000
Sales Taxes to Point of Sale	\$18,000	\$19,430	\$1,430
Annual Property Taxes	\$775,000	\$4,725,000	\$3,950,000
Indirect Operations Employment	7	7	0
Induced Operations Employment	71	22	-49
Average Direct Operations Employment	75	22	-53
Operations Employment Multiplier	2.0	2.0	1.9
Annual Local Operations Expenditures	\$1,800,000	\$1,943,000	\$143,000
Annual Average Local Operations Payroll (Disposable)	\$10,740,000	\$3,151,000	-\$7,589,000
Indirect Income Impact	\$304,800	\$329,000	\$24,200
Induced Income Impact	\$2,683,200	\$846,500	-\$1,836,700
Operations Phase Income Multiplier	1.3	1.4	1.2
Natural Gas Purchases	\$70,000,000	\$165,000,000	\$95,000,000
Natural Gas Franchise Fees	\$1,400,000	\$3,300,000	\$1,900,000
Lease Payments		\$800,740	

In addition to the data in Table 8.8-20, the key findings are:

- Plant operations would result in secondary employment impacts of 0 indirect jobs and 49 fewer induced jobs and have an employment multiplier of 1.9. These jobs result from

the combined effect of a decrease in payroll expenditures of \$7,589,000 and a slight increase in local operations and maintenance expenditures of \$143,000.

- Local annual operations and maintenance expenditures were estimated at \$1,943,000 for SBRP and \$1.8 million for SBPP.
- Indirect and induced income of \$24,200 and -\$1,836,700, respectively and an income multiplier of 1.2.
- Local purchases of materials and supplies (estimated to be \$143,000 or the difference between the SBRP operations expenditures of \$1,943,000 and the SBPP operational expenditures of \$1.8 million) would generate \$11,100 in sales taxes, of which \$1,430 would go to the point of sale.

The total sales tax to be generated during the operation phase of the project is \$11,080. Of this amount, the total portion going to the county, the place of sale and the special district is between \$2,145. The remainder (\$8,930) is the portion that goes to the State.

8.8.5 Cumulative Impacts

Cumulative socioeconomic impacts could occur if the construction schedules for additional large projects overlap creating a demand for construction workers that exceeds the capacity of the local labor force; thus, creating an influx of construction workers that would result in impacts to local housing, schools, and/or public services.

The City of Chula Vista General Plan and the Chula Vista Bay Front Master Plan describe developments in the vicinity of the SBRP. Bay Front and Palomar Gateway District are two areas that are projected to experience high growth in the near future.

8.8.5.1 Bay Front Master Plan

The Bay Front Master Plan is a cooperative public/private planning effort of the City of Chula Vista, Port of San Diego, and Pacifica Companies. It encompasses an area of about 550 acres of land and water that include both the SBPP site and the SBRP site. The Bay Front area is generally bound by the Sweetwater Marsh National Wildlife Refuge to the north, Palomar Street to the south, San Diego Bay to the west, and Bay Boulevard to the east. The plan's objectives are to:

- Create an active commercial harbor with public space at the water's edge
- Redevelop underutilized and vacant areas in the city of Chula Vista and on Port tidelands with a variety of uses
- Extend Chula Vista's traditional grid of streets to the bay to ensure pedestrian, vehicle, bicycle, and transit links
- Provide a continuous shoreline pedestrian walkway, fully accessible to the public that connects the new Sweetwater, Harbor, and Otay Districts
- Establish ecological buffers to protect adjacent environmentally sensitive resources

According to the Bay Front Master Plan webpage, state and local approvals for the project are expected to occur between March and September 2006. If approved, the Port and City

will develop a phased strategy for the master plan's implementation. The Bay Front Master Plan includes the development of 2,000 multi-family residential units, development of a resort/conference center, mixed-use office/commercial/hotel uses, and civic, marina, and park uses. A portion of this development will border the SBRP site to the north.

At this point it is not known when and where development of the area covered by the Bay Front Master Plan will occur and whether it would overlap the development of the SBRP. Therefore, there is insufficient information to determine if the implementation of the Bay Front Master Plan will create a cumulative impact. However, based on the size of the local workforce, there should be sufficient construction labor available to handle both the SBRP project and the Bay Front Master Plan's phased development.

One of the project benefits of the SBRP is that by relocating the project from an area that covers about 115 acres to a 12.9-acre area, it frees up the 115 acres for redevelopment in accordance with the Master Plan. This could result in direct benefits by allowing higher uses (such as office or high-density residential) to be located at the site of the SBPP, or can create an indirect benefit by allowing other uses like ecological uses to be moved to the area, freeing up those areas for higher density development.

8.8.5.2 Palomar Gateway District

The Palomar Gateway District is located in the immediate vicinity of the Palomar Trolley Station, near the southeast quadrant of Palomar Street and Industrial Boulevard. This area is envisioned to be the major southern gateway into the City of Chula Vista. Proposed projects include higher density residential and retail developments within walking distance of the Palomar Trolley Station. Over 2,000 residential units are anticipated by 2030.

It is likely that some of the Palomar Gateway District and Bay Front developments will coincide with the construction of SBRP; however, additional details are not available at this time. The Port of San Diego is currently preparing for proposed Bay Front improvements with the demolition of industrial buildings adjacent to the Chula Vista Bay Front. The Environmental Impact Report for the Bay Front Master Plan is expected to be complete in 2006.

8.8.6 Environmental Justice

President Clinton's Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" was signed on February 11, 1994. The purpose of this Executive Order is to consider whether the project may result in disproportionately high and adverse human health or environmental effects on any minority or low-income population.

The federal guidelines set forth a three-step screening process:

1. Identify which impacts of the project are high and adverse.
2. Determine whether minority or low-income populations exist within the high and adverse impact zones.

3. Examine the spatial distribution of high and adverse impact areas to determine whether these impacts are likely to fall disproportionately on the minority and/or low-income population.

According to the guidelines established by USEPA to assist federal agencies to develop strategies to address this circumstance, a minority and/or low-income population exists if the minority and/or low-income population percentage of the affected area is 50 percent or more of the area's general population. The guidance suggests using two or three standard deviations above the mean as a quantitative measure of disparate effects.

A screening-level analysis of Environmental Justice is presented in Appendix 8.8A. According to that analysis, this SBRP does not create significant and adverse impacts. Therefore, there are no environmental impacts that are likely to fall disproportionately on minority and/or low-income members of the community.

8.8.7 Mitigation Measures

Since there are no significant adverse impacts caused by the project, no socioeconomic-specific mitigation measures are proposed.

However, since the project would be located within the Chula Vista Elementary School District and Sweetwater Union High School District service area, the project would be subject to school impact fees. Any development (industrial or residential) within the Chula Vista Elementary School District is currently charged a one-time assessment fee of \$0.20 per square foot of principal building area (Anson, 2006; Peralta, 2006). Any development (industrial or residential) within the Sweetwater Union High School District is currently charged a one-time assessment fee of \$0.19 per square foot of principal building area (Pippen, 2006). Based on 14,775 square feet of occupied structures, SBRP will pay \$5,763 in school impact fees. These school impact fees are considered full mitigation for any project impacts to these school districts.

8.8.8 Involved Agencies and Agency Contacts

For informational purposes, the involved agencies that would be involved, but for the CEC's exclusive siting jurisdictions are shown in Table 8.8-21.

TABLE 8.8-21
Agencies and Agency Contacts for SBRP Socioeconomics

Agency	Contact/Title	Phone Number	Address
California Board of Equalization	Sang Lee, Senior Property Specialist	916-324-2753	3321 Power Inn Road Suite 210, Sacramento, CA 95826
Chula Vista Elementary School District	Sally Anson, Planning Technician	619-425-9600 ext. 1376	84 E J Street Chula Vista, CA 91910
Chula Vista Elementary School District	Dee Peralta, Facilities and Planning Manager	619-425-9600 ext. 1376	84 E J Street Chula Vista, CA 91910
Sweetwater Union High School District	Lisa Pippen, Planning Specialist	619-691-5553	1130 Fifth Avenue Chula Vista, CA 91910
Chula Vista Fire Department	Jim Geering, Deputy Fire Chief	619-691-5055	447 F Street Chula Vista, CA 91910
Chula Vista Fire	Stephanie Balchak,	619-691-5055	447 F Street

TABLE 8.8-21

Agencies and Agency Contacts for SBPR Socioeconomics

Agency	Contact/Title	Phone Number	Address
Department	Public Safety Analyst		Chula Vista, CA 91910
Chula Vista Police Department	Richard Preuss, Community Relations	619-691-5127	315 Fourth Avenue Chula Vista, CA 91910

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